

## AMENDMENTS

Please amend the application as follows:

### IN THE DRAWINGS

Please substitute the drawings submitted herewith for the corresponding drawings pending in the application. Changes made to the drawings are indicated in red ink and no new matter has been entered.

### IN THE SPECIFICATION

Please substitute the paragraphs below for the corresponding paragraphs pending in the application. A marked-up copy of the changes made to the paragraphs below is submitted herewith.

Page 14, last paragraph:

In a preferred embodiment, the S/D bar units 16 can be adjusted to position the height of the laser beam above the vehicle path surface, such as a roadway, and also to orient the beam to be at least substantially parallel to the surface. To accomplish this, the bar units 16 may be provided with adjustable legs 24, 26, 28 that support the bar units 16, 18 as shown in FIGS. 2-6.

Page 15, last paragraph:

By virtue of the releasable pins 42, 46, 48, each of the legs 24, 26 and 28 can be independently height adjusted to effect coarse adjustment. It is also possible in the

preferred embodiment to effect a more fine adjustment on each leg 24, 26, and 28 by the lower portion of each leg having a threaded foot 50 that can be rotated to raise or lower the foot 50 by fine amounts relative to its respective leg 24, 26, and 28. The foot 50 is designated by the reference numeral 50 throughout, because the threaded insertion of the foot into the respective legs 24, 26 and 28 is the same for each leg.

Page 16, first complete paragraph:

Referring now particularly to FIG. 6, it will be appreciated that the arrangement of the legs 24, 26 and 28 permits the S/D bar 16 including the L-shaped rear portion 38 to be adjusted for use on a flat surface, or on a curbed or uneven surface. For example, in the configuration shown in FIG. 6, the rear leg 27 is in a primarily upward position so that it can rest in the top of a curb, while the front legs 26 and 28 can rest on a pavement surface below the curb. For use on a flat roadway surface, the rear leg 27 could be lowered into a fully lowered state, in which the feet of the legs 24, 26 and 28 would be generally in the same horizontal plane, and could rest on a roadway surface. The adjustment of the legs 24, 26 and 28, including both fine and coarse adjustments in the preferred embodiment, also permits the S/D bar 16 to be used on a crowned or otherwise inclined road surface, and still permit a generally horizontal beam.

Page 18, second complete paragraph:

The construction described above also permits for ready disassembly of the bars. For example, when not in use, the S/D bar 16 can be separated by pulling out the pins 36